

The Hongkong Telegraph.

WEATHER FORECAST.
SQUALLY.
Barometer 29.67

(ESTABLISHED 1851)

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July 22nd, 1912, Temperature a.m. 82, p.m. 88; Humidity...73, 62.

July 22nd, 1912, Temperature a.m. 82, p.m. 80; Humidity...75, 89.

No. 8845

號十初月六年壬子

TUESDAY, JULY 23, 1912.

二拜禮

號三十月七年庚辛

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SUPPLEMENTARY NAVAL ESTIMATES

THE ADDITIONAL VOTES.

Mr. Churchill's Speech.

[Reuter's Service To The "Telegraph."]

London, July 22.
Received, 23, 12.5 p.m.

In the House of Commons, the Right Hon. Mr. Winston Churchill, First Lord of the Admiralty, introduced the supplementary naval estimates. He said the direct cause thereof was the new German Navy Law, which he proceeded to examine in detail, saying its general effect was the maintenance of four-fifths of the German Navy in full and permanent commission, which meant that it was constantly and instantly ready. Its main feature was an increase in the striking force of ships of all classes immediately available. Such a preparation was remarkable, and, so far as he was aware, it found no example in the previous practice of modern naval powers. The German plans involved a remarkable expansion in strength and efficiency.

Discussing the general question of the growth of modern navies, Mr. Churchill said that study and methodical preparation prolonged over successive years could alone raise the margin of naval power. It was useless to be flinging money about on the impulse of the moment. The strain we should have to bear would be long and slow, and no relief could be gained from impulsive and erratic action. We should, said Mr. Churchill, learn from our German neighbours the way in which a policy marches unswervingly to its goal.

STEADY DEVELOPMENT.

Proceeding, Mr. Churchill stated that provision was made for additional submarines, and it had been found convenient to accelerate the construction of light cruisers. "We must," declared Mr. Churchill, "have an ample margin of strength instantly ready. There must be steady, systematic development of our naval forces, uninterruptedly directed and pursued over a number of years."

NEW CONSTRUCTION.

Mr. Churchill said the new construction in the supplementary estimates was not extensive, but the number of ships we would have to build in the next few years would have to be raised from the figures at which he had hoped it might stand. The main feature of the new German Navy Law would be the increased fighting power which their Fleet would possess. That involved a reorganisation of the British forces in order that we might have the necessary margin of safety.

BATTLESHIPS ON COMMISSION.

Mr. Churchill proposed to raise the number of battleships on commission from twenty-eight to thirty-three. There would also be a second fleet consisting of eight vessels. We should, he said, have, from 1914 onwards, five battleship squadrons comprising forty-one battleships of which four squadrons would be on full commission. There would thus be thirty-three ships against the German twenty-nine. This might not perhaps be considered a very satisfactory proportion, but, having regard to the character of the vessels, the arrangement proposed would, in the opinion of the admiralty, be adequate to the needs of 1914-16.

MORE MEN.

Mr. Churchill dwelt exhaustively on the question of manning the Navy, declaring that it would be necessary to make large additions to the personnel for the next four years. He foreshadowed an increase in pay, and promised definite proposals in the autumn. A Royal Commission under Lord Fisher would be appointed to enquire into the question of fuel for ships in commission, but this implied no sudden or extensive change in the subject of naval construction.

THE MEDITERRANEAN.

Turning to the Mediterranean, Mr. Churchill pointed out that the naval position there was about to undergo very important changes in view of the advent of the Italian and Austrian Dreadnoughts. He demurred altogether from the assumption that they would combine together in attacking us. Their past history was not altogether free from differences, but they had never had a quarrel with us, and we had long been on the most friendly and most cordial terms. He demurred also from the suggestion that we ought to maintain, apart from our general supremacy and apart from our margin in Home waters, a local superiority in the Mediterranean over the combined Fleets of those Powers.

ONLY THE BEGINNING.

London, July 22, 8 p.m.

Amplification of some of the passages of Mr. Churchill's speech demand fuller reporting. Mr. Churchill said:—The supplementary estimates is, of course, only the first and the smallest instalment of the extra expenditure which the new German law entails upon us. The number of ships which we shall have to build in the next five years to maintain the 60 per cent. standard will have to be raised from the figure whereat we had hoped it would stand, namely from three next year and four, three, four, three in succeeding years to five next year and four in each of the succeeding years.

SUBMARINES

The Germans, continued Mr. Churchill, are spending about a million a year in submarines, and we cannot allow our lead in submarines to be diminished. The Estimates include £160,000 for a fleet repair ship which can be attached to the Third Battle Squadron.

GIBRALTAR SQUADRON.

The four Mediterranean battleships now stationed at Gibraltar, replacing the old Atlantic Fleet, will be raised to eight within the next two years, receiving two powerful vessels which will be ready in 1913. They will be provided with a subsidiary base at Malta, enabling them to operate in the Mediterranean if necessary. All the movements of the Gibraltar Squadron will be regulated by the main situation, but its existence and position must not be overlooked when I deal with the arrangements for the Mediterranean.

TELEGRAMS.

SUPPLEMENTARY NAVAL ESTIMATES.

DESTROYER FLOTILLAS.

Reuter's [Service to the "Telegraph."]

London, July 22, 8 p.m.

It will be necessary to provide two extra destroyer flotillas, one this year, and one the year after next.

Dealing with manning, Mr. Churchill announced that the first batch of officers from the lower deck were now being selected, and the names would be announced shortly.

THE MEDITERRANEAN.

Referring to the Mediterranean, the right hon. gentleman declared that the maintenance of local supremacy there, apart from general supremacy, would mean a Three Power standard, plus an additional 60 per cent. preponderance over the strongest naval Power. This would impose a burden unjustified by any vital or fundamental needs. The command of the Mediterranean cannot, said Mr. Churchill, be treated as something wholly separated from the general command of the sea, and any attempt to confine our naval supremacy to a particular water would be false strategy and bad politics.

He had not proposed to indicate the naval dispositions which we should adopt to meet the various contingencies that might arise. It was clear, however, that the force least suited to a war in the Mediterranean would be the comparatively old vessels recently representing the Mediterranean Fleet, which would become an easy prey to a few modern ships. The right way to maintain British interests in the Mediterranean was to employ the smallest number of modern ships good enough for the work they have to do. Even without the Gibraltar Battle Squadron, the Malta Squadrons would be most formidable, and would not be approached in speed by any vessels of equal power building or projected in the Mediterranean. This combination of speed and gunpower offered the highest advantages, especially for trade protection, and in conjunction with the French Navy would be superior to all possible combinations. These vessels can be spared from the Home Fleet, owing to our margin of great and powerful cruisers over the strongest naval Power.

LIQUID FUEL.

Proceeding, Mr. Churchill stated that a Royal Commission under Lord Fisher was about to be appointed to enquire into the application of liquid fuel to warships. The enquiry would be a long business, but it did not portend any sudden or extensive changes in the methods of naval construction.

SIR. S. J. FAY:

RAILWAY MANAGER HONOURED.

London, July 22, 7.25 p.m.
Received 23, 12.48 p.m.

Mr. S. J. Fay, J.P., General Manager of the Great Central Railway, was knighted on the occasion of His Majesty's visit to open a new dock to the north of Grimsby. The new Knight began life as a railway servant.

TELEGRAMS.

GERMANY AND JAPAN.

A DENIAL.

Reuter's [Service to the "Telegraph."]

London, July 22.
Received 23, 11.54 a.m.

The "Koelnische Zeitung" referring to reports that Germany had made proposals to Russia which were calculated to embroil Russia with Japan, declares that these reports are spread by a Press which is hostile to Germany. The journal adds that not a single word against Japan was said at the meeting of the Russian and German Emperors at Baltic Port.

TURCO-ITALIAN WAR.

FURTHER FIGHTING.

London, July 22.
Received 7.55 p.m.

The Rome correspondent of Reuter says it is officially stated that the Italians attacked, routed and decimated 1500 of the enemy at a position to the westward of Misurata. The Italian losses were 19 killed and 87 wounded.

POLICE RAID ON NEWSBOYS.

Owing to the arrest of one of our newsboys by the POLICE yesterday afternoon, many of the boys became frightened and returned to this office with their papers unsold.

As a consequence of this arrest and fright, we NOW OFFER to all bona fide NEW SUBSCRIBERS to the "HONGKONG TELEGRAPH," whose names are enrolled during the month of JULY, the SPECIAL RATE of \$1.50 (half price) PER MONTH.

If the action of the police prevents the paper from being sold on the streets by newsboys we will sell it direct from this office as well as deliver it to all our subscribers, old and new alike.

Hongkong, July 2, 1912.

NAVAL AFFAIRS:

THE NEW VOTES.

Reuter's [Service to the "Telegraph."]

London, July 22, 4.45 a.m.
Received, 4.23 p.m.

As regards the navy, the "Daily Chronicle" says the supplementary vote for construction and machinery is not for new construction but for speeding up the normal programme and the needs of the Mediterranean to meet the stationing of powerful armoured cruisers at Malta.

SUGGESTIONS.

Lord Charles Beresford in a letter to the Press said the removal of these vessels would deprive the Home Fleet of its greatest tactical asset. He urged as temporary expedients for the pending necessary strengthening of the navy the establishment of granaries with a view to ensuring the food supply, the arming of a number of merchantmen on each of the trade routes, the strengthening of the garrisons and armaments in Malta, Gibraltar and Egypt, the addition of five thousand men to the navy and an increase of ships fully manned.

TELEGRAMS.

TURKISH POLITICS.

A NEW CABINET.

Reuter's [Service to the "Telegraph."]

London, July 22.
Received, 7.55 p.m.

A Constantinople message states that Ghazimukhtar Pasha has been appointed Grand Vizier and is forming a Cabinet. Tewfik Pasha, Ambassador in London, refused the post unless the Chamber was dissolved, to which the Sultan objected on the ground that it would be unconstitutional. Tewfik remains in London.

RUSSIA AND JAPAN.

PRINCE KATSURA AT ST. PETERSBURG.

London, July 22.
Received, 7.55 p.m.

Prince Katsura has arrived at St. Petersburg. The ambassador and a representative of the Foreign Office met him at the station. The "Times" publishes a St. Petersburg message which states that the Prince starts on his return to Japan on July 27th.

TELEGRAMS.

THE CHINESE REPUBLIC.

THE HONAN REVOLT.

[From Chinese Sources.]

Peking, July 22.

As soon as the news of the revolt of the troops in Kai fong-fu, the capital of Honan, reached Peking, great precautions were taken by the authorities, and there was much anxiety and fear among the populace.

COMPULSORY EDUCATION.

As soon as the summer vacation comes to an end, the Ministry of Education will enforce compulsory education throughout the country.

RECOGNITION.

The French Minister at Peking is alleged to have announced to the Chinese Government the intention of the French Government to recognise first the Chinese Republic.—"Shat Po."

ANOTHER PREMIER NEEDED.

Shanghai, July 22.

Premier Lu is resolved to resign. President Yuan has asked him to be Minister of Foreign Affairs, but in reply he says that since he cannot gain the confidence of his own people, it is impossible for him to gain the confidence of foreigners.

THE CABINET PROBLEM.

Vice President Li has telegraphed to the Central Government denouncing the action of the members of the State Council in not having approved the nominations for the new Cabinet. He says the Council members are not representing the opinion of the public.—"Shat Po."

MORE TROUBLE.

Shanghai, July 22.

All the members of the State Council who are members of the Republican party have asked for leave, and it is feared that the Council will be dissolved.

THE PREMIERSHIP.

President Yuan will either appoint General Tuan Ki-siu, Hsu Sai-cheung or Chiu Ping-kwan as the new Premier.—"Sai Kai Kung Yik Po."

CHAO RESIGNS.

Peking, July 22.

President Yuan has accepted the resignation of Chao Er-shun, Governor General of the Three Eastern provinces, and has appointed Chong Sik-lim in his place.

THE HAGUE CONFERENCE.

The Central Government will appoint Dr. Wu Ting-fang as the special representative of China at the International Peace Conference to be held at the Hague.

CRITICAL DAYS.

President Yuan, after entertaining the members of the State Council, declared, in a speech, that the diplomatic and the financial condition of China were very critical.

TIRED OF OFFICE.

Hsiung Hai-ling, ex-Minister of Finance, has resigned the post of advisor on financial affairs, and has left Peking for Tientsin en route for the South.—"Sai Kai Kung Yik Po."

NEWS FOR BUSY MEN.

Telegrams.

Prince Katsura has arrived at St. Petersburg.

From Chinese sources it is reported that the newly-appointed Premier, Lu, has decided to resign.

Our Shanghai correspondent reports that yesterday morning there was an improvement in the condition of the Emperor of Japan.

The Italians claim to have attacked, routed and decimated 1,500 Turks west of Misurata, the Italian losses being 19 killed and 87 wounded.

The Turkish Ambassador to London having refused the post, Ghazimukhtar Pasha has been appointed Grand Vizier, and is forming a Cabinet.

Mr. Churchill has delivered an important speech in introducing the supplementary naval estimates. He ridiculed the pictures drawn of constant war between the Imperialist and Economist sections of the Cabinet, and said facts were unavoidable and had to be dealt with, however unpleasant the consequences.

In a letter to the Press, Lord Charles Beresford urges as temporary expedients, pending the necessary strengthening of the Navy, the establishment of granaries with a view to ensuring the food supply, the arming of a number of merchantmen on each of the trade routes, the addition of 5,000 men to the Navy, as well as other proposals.

LOCAL.

Playing at home on Saturday, in a League tennis match, Kowloon defeated Wigwam by 73 games to 28.

An Indian was fined \$10 to-day for stealing a piece of matting at Kowloon. A witness for the defence said that he knew the matting by its smell.

We have been informed that an Indian soldier of the 8th Rajputs committed suicide at Kowloon while on sentry duty at three o'clock this morning. He shot himself through the chest.

For failing to stop when called upon the certified master of the s.s. KO was fined \$100 this morning at the Marine Court. For playing for hire with the s.s. Bailly without licence, Wong Loi was fined \$200.

It is stated that a number of automatic pistols and sporting guns, together with several thousand pounds of ammunition have fallen into the hands of the police. The arms and ammunition, it is alleged, were brought in on board the Minnesota.

Two Chinese, members of the crew of the s.s. St. Albans were charged, at the Police Court to-day, with being in unlawful possession of opium. A fine of \$500, with alternative of three months hard labour, was imposed on the first defendant. The second was discharged.

Jockey's Strange Death.

A jockey named Robert Turner, of Ayr, has died at Hull under singular circumstances. Turner and another jockey had taken part in Beverley races, and afterwards at the Imperial Hotel Turner was found unconscious in his bedroom. He died on removal to the infirmary. The man, who had been in the habit of taking certain tablets for the purpose of keeping his weight down, is believed to have taken a larger dose than usual.

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The S.S. "ITINDA" 5,251 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PORT SWETTENHAM, PENANG and RAN-
GOON on the 27th July, at Noon, followed by the S.S. "PITALA,"
Capt. H. W. Tallent on the 3rd August at Noon, taking cargo and passengers
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Hongkong, 16th Jan., 1912.

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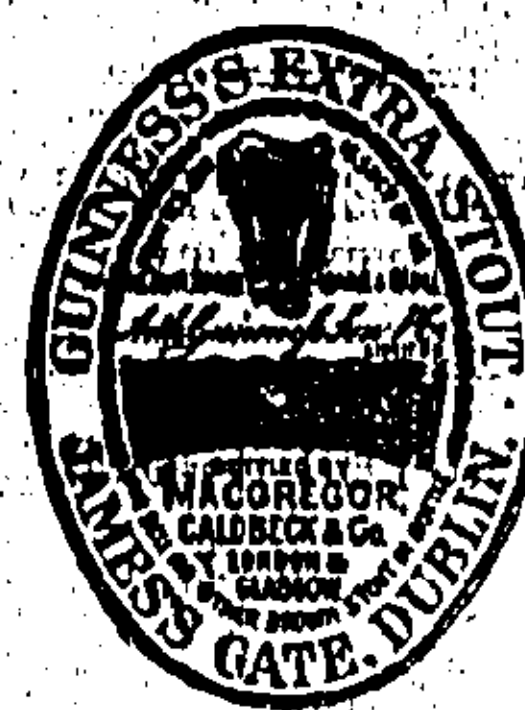
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Hongkong, 24th January, 1912.

OUR
CONTEMPORARIES

South China Morning Post.

Japan's Position.

A large amount of foreign public
loans, municipal loans and
debentures were issued in the
home market, the work of con-
structing and improving the rail-
ways made excellent progress
and importations received a tre-
mendous fillip in anticipation of
the enforcement of the revised
Customs Tariff. The year closed
with industry in a healthy state,
though naturally affected by
the revolutionary disturbances in
China. Imports exceeded exports
by £8,780,217, but as the prin-
cipal articles were raw cotton
manures, iron and machinery, all
articles for productive industry or
of service in its development, the
excess should in no way hinder
the healthy development of
Japan's foreign trade. The pros-
perity of the country needs no
further proof than that railways
yielded a record revenue since
their nationalisation, a condition
which promises to continue
Great Britain and its possession
heads the list of statistics of
Japan's trade with foreign
countries, with 32.5 per cent. of
the total and an increase of
£1,268,592 on that of the preced-
ing year.

Daily Press.

Mongolia and Manchuria.

The so-called "independence"
of Mongolia is farcical. It ap-
pears to have been engineered by
one Kun Men Khan, who, to
escape punishment for an offence
he had committed, escaped some
time ago to Urga. Being able to
speak Russian fluently, he became
an intermediary between Russia
and the administrative authority in
Mongolia, and when the
Revolution in China broke out,
this Russian protégé became
"Prime Minister of Mongolia."
Not only, however, do the large
body of Princes and high lamas
of both Outer and Inner Mongolia
refuse to recognise the "declara-
tion of independence," but they
are actively co-operating with the
Government at Peking to con-
solidate the "Republic of Five
Families," represented by the
five stripes of the Republican
flag. A defensive alliance by
Russia and Japan to defend
Manchuria and Mongolia in the
event of either Power being
attacked is an alliance against
China, and if the report has a
solid basis in fact it means that
Mongolia is destined to be ab-
sorbed by Russia, together with
Northern Manchuria, and that
Japan will in course of time
develop in Southern Manchuria,
the policy she has followed in
Korea.

China Mail.

"Problems of the Pacific"

This is the title of a volume
just published by Messrs. Wil-
liams and Norgate, London, for
Frank Fox, an Australian writer.
It is a big question which the
author sets himself, and one
which requires more than the or-
dinary amount of "intelligent
anticipation" to deal with
even tolerably. The author
of course, deals with the
rise of Japan as a great power,
and like the true Australian, that
he is, he cannot or will not hide
the prejudice he has against this
remarkable race. He strives hard
to account for their remarkable
progress, and apparently hits on
every reason but the most likely
one. He recognises that Japan
had no alternative but to enter
into the modern struggle of pro-
gress according to western ideas
of civilisation. "The most
patient search," he says, "gives no
certain guidance as to the cause
of Japan's sudden advance to
a position amongst the world's
great nations." If the author
would grasp the fact that Japan
realising that she had either to
make headway or be absorbed,
and that that idea was intolerable
to high-spirited, compact nation
who had long lived in indepen-
dent isolation, he will, we
believe, have a clue to the
cause that contributed to Japan's
victory, even though the victory
was over a deplorably disorganised
and halfhearted opponent.
Russia was at the time.

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GENERAL NEWS.

Gold in Venezuela.

Some very rich discoveries of gold have been made in the interior of Venezuela, according to the American Consul. One, in the municipality of El Callao, not far from the Yurari River, has, it is calculated, yielded over 35,000 oz. of fine gold. During the month of March more than 6,000 oz. arrived at Ciudad Bolivar, and in the first two weeks of April the arrivals amounted to more than that, and the gold is coming in all the time. Near the Caroni River, and also in the Paragua district, gold has been taken out, but not in such large quantities. The extremely low level of the water in the Caroni River caused a small island to appear in its course, and from this some gold was taken; but the river is now rising, and has covered the island, so that work there has necessarily ceased.

Tramway Extended.

Tramway Extended, Ltd., started work with their new installation on July 13th. It consists of two low speed puddlers, and two haulage lines equipped with 12 h.p. steam winches.

The work of removing the overburden has been going on steadily while the plant was in course of erection, and rich tin-bearing "karang" is now exposed. However, Mr. Cecil Rae, the general manager, does not expect to handle the rich bed of karang which is really the objective, for another two months. Meantime he expects to get satisfactory results from the stuff at present going through the puddlers.—Singapore Free Press.

Mongolian Aggressiveness.

Telegrams from Peking state that the Hufu, or the Religious Potentate, of Mongolia, has already annexed Uinsai and Koodo. A special order has been issued by President Yuan for the Ministry of Finance to raise funds for military operations. He has also requested Prince Na-yen-tu to start post-haste with his forces for Mongolia, and General Huang Hsun to lead a military expedition to the rescue of Tibet, and to provide himself with as much money as he is able to raise. Urgent telegrams were sent to Szechuan, Kuanai, and Yunnan calling up in the three provinces to despatch troops to the front and to take up the offensive in concert.—N. China Daily News.

Big Rubber Theft in Johore.

A serious theft of rubber took place at Batu Anson, Johore, the other day, when the factory of the Johore Rubber Lands, Ltd., was broken into and about 450 lbs. of sheet taken. We are informed that the thieves are believed to be four Chinamen, who are reported to have travelled by the night train to Gemas first class, taking the rubber as luggage. The Customs have thus been robbed as well as the Rubber Company.

Some F.M.S. Motor Cars.

In 1911 there were 110 private motor cars and 18 cars plying for hire in Negri Sembilan, says the "Malay Mail." The damage done to laterite roads in the State owing to fast and heavy motor traffic is very great and motor lorries have had to be temporarily prohibited on certain roads.

Singapore's First Divorce Case.

The first divorce suit heard in Singapore came up before the Chief Justice the other day, when William Hoodin petitioned for divorce from his wife Violentia Hoodin. The petition was undefended and his lordship granted a decree nisi.

F.M.S. Ex-officer's Cricket.

Cap. W. Barrett, at one time an officer in the Malay States Guides, is twelfth in the first class English batting averages to hand by the mail.

Death of Mr. Tan Ah Hung.

The death has occurred of Tan Ah Hung, well known in Johore, for which country he was a justice of the peace.

The P. & O. S.S. Medina.

In refitting the P. & O. liner Medina, which began her maiden voyage as a mail steamer with her departure for Australia on June 25, important features arising out of her recent employment as a Royal yacht have been retained. Reduced return fares by the company's steamers between London and Gibraltar are in force.—L. & O. Express.

DODGING DEATH IN LONDON STREETS.

10,000 Persons Knocked Down in a Year.

The increasing peril of London streets is drawn attention to by a remarkable advertisement, headed "The Reign of Terror," which appeared in the "Times" from Mr. John Lloyd, J.P. It says that he is the victim of a serious motor accident, and asks for the formation of a strong society to protect life and secure safety in the streets. It adds: "To-day's 'Times,' June 18, records two quite young children killed and a third injured to the point of death." The pedestrian has the first right to the road. But the enormous increase in the number of motor vehicles, combined with the all-round acceleration of pace, leave him very little room in the busier streets. And he does not have that little long. More and more the middle-aged and elderly are finding that their one chance of getting anywhere is to dive through the narrow gaps between fast-moving vehicles, across roads that are wider than they used to be.

In London alone we are by next year to see another 2,500 motor-buses added to the present fleet of 2,000 of these peculiarly terrifying vehicles. The cheapening of motor-cars and the taxi-cab habit will swell the mighty tide of the streets, and it is estimated that we shall have 5,000 more of them. How grave the problem of the streets is to the public can be seen from these facts:

Last year over 400 persons were killed in London streets, 155 by motor-cars and taxicabs, 107 by motor-buses, and 26 by electric tramway-cars.

Ten thousand persons were knocked down by motor vehicles in the same period. The death toll quoted was higher than that recorded from the same causes in twenty-four other counties and towns with a total population of 16,000,000.

Up to the present the number of traffic victims in London shows a considerable increase in the same period of last year. For years the London County Council have tried in vain to induce the Government to create a traffic board, which a Royal Commission recommended. Since the first appeal was made 3,000 persons have been killed in London streets.

Dislike of Subways.

The London City Corporation has decided to spend £16,000 on constructing a subway across Cannon-street by Mansion House Railway Station. Mr. Morton, M.P., said that if ever a subway was wanted it was at that point. A newspaper representative who visited four of the City's busiest traffic centres has written his impressions. One is that the Londoner does not love street subways. In ten minutes at Blackfriars, where £17,000 has been spent on these facilities, fewer than ten people crossed by the subway from Blackfriars Station to the north side of the Embankment.

In two minutes a newspaper representative counted from a spot on the north side of Northumberland-avenue 24 motor-omnibuses and 58 taxicabs passing one way or another through Trafalgar-square. There may have been more, and the rest of the traffic was certainly three times as great in volume. One man who essayed the journey from the refuge at the Charles I. statue to the Charing Cross Post-office progressed something in the style of a Tyrolean dancer. He skipped out of the way of a taxicab, to find himself obliged to avoid the charge of a motor omnibus. Dodging under a horse's head, he then effected a circular sprint to escape the two streams of traffic coming from Whitehall and the north respectively. He had nearly reached his goal when a bareheaded cyclist came upon him round the back of a private carriage. There was a dangerous swerve on the part of the machine, and the man's arm was brushed by the handle-bar. An accident was averted by a miracle, but the cyclist was out of gear before the pedestrian could offer any comment on the incident.

HERE AND THERE.

The Mighty Herring.

Although at times herring can be bought for three a penny, many London restaurants charge as much as a shilling or fifteen pence for two grilled with a little mustard sauce.

Few of us realise the vastness of the herring industry; yet it is highly important in many places, including New Brunswick, Nova Scotia, Quebec, British Columbia, Newfoundland, England, Scotland, Wales, Ireland, Norway, Sweden, Denmark, Russia, Germany, Holland, Belgium, France, Japan and Siberia.

So long ago as 1720 some 2,000 of "the principal gentlemen of Scotland" formed a company for herring fishing, but were quickly disrupted, leaving a mournful lot of stockholders. Thirty years later the Prince of Wales became president, or governor, of a herring fishery, with a capital of half a million pounds. Efforts were made to learn the secrets of the Dutch methods of curing herrings, but the company soon collapsed.

The spawning and feeding grounds of herrings have determined the location of cities, and in several instances the actual destiny of nations and the fate of monarchs appear to have been involved in the herring fishery.

Quaint Army Barracks.

It is an interesting fact that the Duke of York's School buildings at Chelsea, which have now been taken over by the London Territorials as headquarters, were in the old days occupied by the orphaned daughters—as well as sons—of soldiers; and there are other barracks with interesting records or histories to their credit.

St. Mary's Barracks at Chatham were once used as a convict prison. Mount Austin Barracks, at Hongkong, on the other hand, formerly served as palatial hotel, and thus afford very unusual comfort to Tommy Atkins; and although the usual military ban-galow in India is a one-storied affair only capable of accommodating 100 men, there is one such at Fort William, Calcutta—a queer-shaped, three-cornered building—that can comfortably house a whole regiment.

The Artillery Barracks at Woolwich, however, are considered to have by far the longest frontage in the world. The Germans house their troops in portable huts, made of felt stretched over wooden frames; but at the other end of the scale is the famous "Bear's Den" Barracks at Dover, lying deep in the ground at the bottom of a spiral shaft.

Primitive Patent Medicines. Every year the United Kingdom spends no less a sum than £2,000,000 on patent medicines. Indeed, the English people have always had a liking for anything "patent."

These kind of medicines are not of modern origin. So far back as the days of Henry VI. a certain gentleman, on behalf of the medical professors, was commissioned to search all shops for "false or sophisticated medicines," and he was further ordered to pour all quack remedies into the gutter. Later, in 1748, a lady of high birth wrote that she found "tar-water better than Wards' drops. It is possible," she added, "to believe that the English are more infatuated than any other nation by the pursuit of universal cures, and there is no other country where quack doctors reap such huge sums of money."

Scent Sells.

Barring the most expensive perfumes, scent is made from anything rather than flowers. Formerly fruits, spices, and vegetable products were materials from which scent was extracted, but since 1876 various chemical substances have been regularly employed.

Lily of the valley, lilac, jessamine, for example, are made up with turpentine, a first cousin to turpentine. A little oil and nitric acid, and your bottle is complete. Violet scent is a combination of citral (an oil extract of the lemon) and a by-product of acetic acid. Musk is made from a product of benzene and coal-tar, which is treated with sulphuric acid.

Eau-de-Cologne, lavender, and, in fact, nearly every known scent, are all synthesized.

Prepaid Advertisements.

ONE CENT PER WORD for each insertion.

TO LET.

TO LET in a well-furnished house in good locality: a Bedroom with verandah, Private Bathrooms, Electric Light, Suitable for two friends or married couple.—Apply "English," c/o "Hongkong Telegraph," Hongkong, 20th July, 1912. [594]

TO LET on 2nd Floor No. 2, Ped-dor Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 22nd July, 1912. [58]

OFFICES in King's Building.

"Banbury," 11 Conduit Road, from 1st June. Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED, c/o 14th July, 1912. [45]

DEARER LIVING IN ENGLAND.

Board of Trade Figures.

The chief interest of the Fifteenth Abstract of Labour Statistics for the United Kingdom, issued on June 19, by the Board of Trade (Cd. 8228, 1s. 6d.), lies in the evidence which it affords that the increase in the cost of living and the rise of prices are continuing.

The figures given for wholesale prices show that 100 pence were required in 1911 to buy the same quantity of articles wholesale that could be obtained for 100 pence in 1900, or for 88.2 pence in 1896. Thus in the last fifteen years prices and the cost of living generally have advanced 25 per cent. What cost 1s. in 1896 cost 1s. 3d. in 1911, or, to put it in another way, rather more than 21.2d. by an invisible process was deducted from every shilling of wages paid.

In foodstuffs the rise in prices has been remarkable; 113.4 pence were required in 1911 to buy the same quantity of foreign corn that could have been bought for 80.3 pence in 1894. Potatoes and rice have altered little in price in recent years, but the advance in the price of hops has been more than 100 per cent. In 1911 161.4 pence would only buy the same quantity that could have been purchased for 71.3 pence in 1896. Beef and mutton have changed but slightly in price; bacon and eggs, however, have soared. Bacon touched its lowest figure in 1896, when 82.7 pence would buy that quantity for which 142.3 pence had to be paid in 1911. Eggs were at their lowest in 1897, when 98.9 pence would buy as many as 130.4 pence in 1911.

15 Years' Increase.

Taking the figures for the wholesale prices of the chief articles consumed by man in England they were as follows: 1896 (lowest recorded) 88.2 1900.....100.0 1905.....97.6 1909.....104.0 1910.....108.7 1911.....109.3

This Board of Trade figures stop with 1911. But from the calculations published by Mr. Sauerbeck, the statistician, it is known that the rise in prices has continued at an even more accelerating rate during the present year. Thus what 80 pence would buy in 1911 cost in May 80.3 pence, a further advance during the five months of nearly 8 per cent. Thus it is certain that the cost of living has risen since 1896 by about one-third, so that one shilling to-day only buys what could be obtained for 9d. in 1896.

That wages have not kept pace with the advance in the cost of living is shown by the Board of Trade figures. Where 80.0 shillings were paid to the worker in 1896, the year of the lowest average prices, in 1911 100.3 shillings were paid. Thus in the fifteen years 1896-1911 wages rose 11.5 per cent. and prices 25 per cent. Consequently the worker is worse off to-day than he was fifteen years ago.

KEEP YOUR EYES OPEN

There will appear in this space very shortly an item that will interest you greatly.

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BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

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20

MARRIAGE.

POWELL-HAYES.—At St. Andrew's Cathedral, Singapore, on July 12, 1912, by the Rev. F. Swindell, Robert Solomon Polomon Powell to Alice Annie Hayes, both late of Melton Mowbray, England.

DEATHS.

JANSEN.—At her residence in Argyll Road, Penang, on Wednesday night, Mrs. E. M. Jansen, widow of the late Mr. A. H. Jansen of Madras.

OLLERDESSON.—On July 17, 1912, at Jessfield Road, Henry Ollerdesen, aged 50 years.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 23, 1912.

NEGLECTED RECRUITING SOURCES.

A report to the effect that there is serious talk at Simla of building up a regiment composed exclusively of Eurasians, may serve to remind our readers that this section (and others) of the vast community ruled by our King Emperor has received too little attention in times past as a possible recruiting source. The half-blood subjects of the Empire, whether Asiatic, African, Polynesian or American Indian are, far more often than not, unwaveringly loyal to the British Government; and in many—perhaps most—cases the blood-mingling in them has bred a greater astuteness, a greater readiness of comprehension, than that possessed by either of the races whence they have sprung, which goes far to counterbalance the lack of physique characteristic of at least the average Eurasian. Drill and discipline would soon do their work of mending and moulding on material such as this, and, in the course of years, a valuable asset would thus be added to the Empire's military strength.

And if the Government have been remiss in its hitherto neglect of this particular recruiting field, how much more short-sighted has it been in ignoring a yet more promising group of its subjects, from which might easily be drawn the most powerful regiment of modern times? We mean the class of Britons that for want of a better term, must be dubbed "the impetuous educatees." Those who have lived in the Colonies for even the briefest spell of time, are well aware that there are hundreds, thousands, of men of good education and up-bringing, wandering about idle in our Dominions Overseas, whom nature designed to be fighting men before all else; men of undoubted courage and physical strength, who are not cut out for the restraints and routine of commercial or professional life, and who, through lack of means, have found Sandhurst closed to them. What comes to such men as the years go on, we need not enquire. Were we over curious, we could doubtless glean some information on this not too happy point from the police, and the House of Detention. The one life for which they were really fitted has been denied to them, and therefore they drift. "Let such enlist, and behave themselves, and they will get a commission one day" is the solution which the thoughtless offer; a solution from which anyone who has known the typical "gentleman-ranker" would derive no small amount of bitter amusement. Because for one such recruit who obtains a commission, there are unfortunately many hundreds to whom the barrack room is the first step to a degradation of body and soul for which "tragedy" is but a feeble name. This, of course, is not the fault of the army, but the inevitable result of a man's occupying an atmosphere that can never be congenial.

What has, without the shadow of a doubt, been wanting in England, any time this last fifty years, is the establishment of a regiment, to some small extent on the lines of the old French *corps d'élite*, in which educated lads of limited or no means would be proud to enrol themselves. Such a regiment would be calculated to bring out the best, rather than the worst, that is in a man, and would be, in the event of war, the most valuable stand-by that the country could well have. For it is no snobbery—but mere plain statement of a fact confirmed by overwhelming testimony—to say that the percentage of all the qualities that make the ideal fighting man, is far higher among ex-public school boys as a whole than among any other given class in England. At the present moment the hardest riders, the straightest shots and the most all-round physically "fit" men who wear the King's uniform are not in the army at all, but belong to the various mounted police forces in South Africa or in Canada; and a good half of these men come from the very class of which we have been speaking. But in the eyes of society, the man who has joined a South African police corps has "sunk"; has "come down in the world." Then why does not the State offer a better opening to her children of this order? Why not afford them an opportunity of serving their King without first passing through the ordeal of periods of leading and worse?

DAY BY DAY.

A clear proof of worth is to be able to honour your enemy.

Japanese Cruiser Arrives.
The Japanese cruiser Uji arrived in the Harbour at 8.30 o'clock, this morning.

Returned from Manila.
Mr. and Mrs. Henry Humphreys returned from Manila by the Minnesota this morning.

Arrived To-day.
Mr. McWilliams, general passenger agent of the s.s. Minnesota, arrived in Hongkong by that boat to-day from Manila.

An Infected Port.
We are informed from the Colonial Secretary's office that Swatow has been declared an infected port on account of cholera.

Views of Hongkong University.
Among the illustrations in the "Far Eastern Review" for the month of June, are excellent views of the Law Courts and University at Hongkong.

A Pilfering Coolie.
A Chinese was sentenced to fourteen days' hard labour, at the Police Court, this morning, for being in unlawful possession of a bundle of clothing.

British Vice Consul Due at Manila.

The newly appointed British vice consul to Manila, Mr. W. M. Royds, was due to arrive at that port yesterday on the steamship Taiyuan from Hongkong.

Hawkers without Licences.
At the Police Court, this morning, four men who had been arrested whilst hawking without a licence, were fined \$5 each, or in default fourteen days.

"Dope."
A man who was in possession of opium valued \$13.20, was fined \$5, at the Police Court, to-day. A man charged in connection with him was discharged.

The "Dear" Little Pipe.
A Chinese, found in possession of a small amount of opium which he kept for his pipe, was fined \$3, by Mr. Melbourne, at the Police Court, this morning.

Unlawful Possession of a Mackintosh.
At the Police Court, to-day, a Chinese who was found in unlawful possession of a mackintosh, was sent to gaol for one month with hard labour, by Mr. E. A. Irving.

Mines Output.
The total output of the Chinese Engineering and Mining Company's three mines for the week ending July 6, amounted to 26,193 tons and the sales during the period, to 24,564 tons.

Hongkong Shanghai Bank Official's Death.

The death took place at Bangkok on July 7th of Mr. Asherton Tibbott of the Hongkong and Shanghai Bank. Mr. Tibbott had only been in Bangkok for a few months and succumbed to typhoid fever, complicated with chest trouble. Formerly stationed in Shanghai, the deceased was only 29 years of age.

Christian Science.
A lecture on Christian Science, under the auspices of the local Christian Science society, will be given at 5.30 o'clock, this afternoon in the City Hall. The lecture will be delivered by Mr. Bliss Knapp, C. S. B., member of lecturership of the mother church, "The First Church of Christ Scientist," in Boston, U.S.A.

An Interesting Claim.

An interesting case is set down for hearing in the Summary Court, before Mr. Justice Gompertz, for to-morrow and Thursday. The action concerns a claim by Miss Emma Hamilton, a professional nurse, residing at Crugisburn, The Peak, against Mr. H. W. Looker of Messrs. Deacon, Looker and Deacon, for \$1000 for alleged wrongful dismissal.

Asking Leave to Appeal.

An interesting application will be heard by the Full Court, at the Royal Courts of Justice on Thursday, arising out of the case of the Wa Cheong Loong Kee firm v. the Prussian National Insurance Company of Stettin. The original case, tried before the Chief Justice, Mr. W. Rees Davies K.C. and a special jury, resulted in a verdict in favour of the insurance company. The Wa Cheong Loong Kee is appealing to have the verdict set aside, and the defendant firm is applying for an order that the plaintiffs should furnish security for costs before leave to appeal be granted.

FUNERAL OF MR. A. C. SQUAIR.

The funeral of Mr. A. C. Squir, whose death was reported in our issue of yesterday, took place last evening at the Happy Valley, the Rev. Ansted of St. Peter's Church conducting a brief service.

The funeral was attended by Messrs. J. Lambert, A. W. Lambert and W. Lambert, chief mourners; Messrs. R. M. Dyer, W. J. Jolliffe Graham, of the Hongkong and Whampoa Dock, A. Morris, W. M. Zetland Lodge, G. Currie, J. Morris and A. L. Hughes. There was a large number of floral tributes from sympathisers.

SOLDIER SHOTS HIMSELF.

We have been informed that an Indian soldier of the 8th Rajputs committed suicide at Kowloon, whilst on sentry duty, at three o'clock this morning. The man shot himself through the chest, and inflicted the fatal wound with the aid of a service rifle. No reason for the act can as yet be stated.

POLO TOURNAMENT.

The final of the quarterly Polo Tournament will be played on Wednesday 24th at Causeway Bay at 5.30 p.m. The Civilian meet K.O.Y.L.I. Teams:—

Civilian
Mr. O. H. Ross.
" Q. T. Stabb.
" W. B. Elves.
" J. F. Grene.
K.O.Y.L.I.
Major Withycombe
Capt. F. T. Agg.
Capt. H. K. Hughes.
Mr. J. A. Jorvois.

MARINE COURT.

Salutary Fines.

This morning at the Marine Court before Commander C. W. Backwith, R.N. Wong Kit, certified master of s.s. K.K. was charged at the instance of P.O. Woolford with unlawfully failing to stop when called upon, when off Yaumati Bay, and with failing to exhibit the regulation lights on the launch while under way at the same place on July 18.

Defendant pleaded guilty to both charges.

P.O. Woolford informed the Magistrate that while on duty in Yaumati Bay, in a pulling boat at 8.15 p.m. he saw a cargo boat surrounded by several steam launches. He got within ten yards of them, when the alarm was given. Two launches, names unknown, got away at full speed, but the defendant's boat had to cross witness's bows showing up the funnel which has peculiar fittings—two iron stays—which no other launch in the harbour carries. He called on the defendant to stop, blew four blasts and then fired three shots into the air, but without any obedience on the part of the defendant. Witness did not go after the launch as he was certain he could get the coxswain later.

Defendant was fined \$100 on the first charge, and \$10 on the second.

No Licence.

At the instance of L. S. W. Thompson, Wong Lei was charged with playing for hire with the s.s. Bailey, without having a licence.

The officer said he saw the Bailey leaving the side of the s.s. Paklat just arrived from Singapore. She was filled up with luggage to within two feet of the awning, so that the coxswain's view was completely obstructed. She had also sixty-four persons on board, including the crew. As the launch appeared to be dangerously overcrowded he brought her to the Harbour office for inspection, and it was then ascertained that the launch had no licence.

Defendant stated he was only bringing a few friends of his master from the steamer.

He was fined \$200 or in default three months' hard labour.

Dumping.

Two dead bodies have been found in the open. Death in each case was due to natural causes.

\$500 FINE IMPOSED.

Opium Worth \$1,000 on the St. Albans.

Two Chinese, members of the crew of the s.s. St. Albans were charged before Mr. Melbourne, at the Police Court, to-day, with being in unlawful possession of opium on board the s.s. St. Albans, about midnight last night.

Revenue Officer Wilden said that he boarded the s.s. St. Albans about mid-night and found the defendants in possession of 800 taels of opium which they had just hauled on board. When he said the opium belonged to him and that the second defendant had no knowledge of what he had assisted in hauling on the deck. He had asked him to give a lift in pulling some bundles of wood on board, and he gave assistance believing it was wood.

Mr. Otto Kong Sing who defended the second defendant said there was no charge for him to answer. His client, according to the statement of the first man, had nothing at all to do with it.

Not in the Manifest.
His Worship:—What quantity of opium is there?

Mr. Wilden:—800 taels. I am taking defendant's word. He told me that there were 800 taels.

His Worship:—There might be more. Do you know if this opium was in the manifest?—It was not.

Did you see the officer make the list up?—Yes. I also draw your Worship's attention to the definition of the word opium in the opium Ordinance.

It includes raw opium and prepared opium.—It includes, "in possession, custody or under control of any person." I saw the said second defendant draw it on board, so that he was in possession or custody of it.

But suppose he says he didn't know? The first man admits that the second defendant had nothing to do with it.—He is sure to say that, your Worship. They are both members of the crew.

Mr. Otto Kong Sing:—He might have called the cook (laughter).

His Worship:—Have you anything to say?

First Defendant:—I plead guilty. It is mine and I have been seized. I smuggled the opium. I have been arrested. It is all mine.

Did you tell the revenue officer you gave the second defendant \$10 to help you?—I told the revenue officer that I told the second defendant to pull up some wood on to the deck.

\$500 or three months' hard labour. Second defendant discharged.

HONGKONG INCIDENT.

Over-Zealous Excise Officer Dismissed.

Some days ago, reports our Canton correspondent, an advisor on military affairs, named Pan Sheung-wu, arrived in Hongkong from Peking, via Shanghai, by the s.s. Anping after attendance at the Army Centralizing Conference at Peking. While on board the steamer, he was found to be in possession of a seven-chambered revolver by an excise officer, and the weapon, with the ammunition, was seized and confiscated.

The military officer protested against this action and produced a permit issued by the Ministry of War. He contended that by this permit he was at liberty to carry arms so long as he remained on board. In spite of his protest, however, the weapon was seized.

The officer subsequently telegraphed the affair to the Ministry of War at Peking, who in turn directed the Canton Commissioner of Foreign Affairs to protest against this action to the Hongkong Government, through the British Consul on the Shamoen.

It is now reported that the British Consul on the Shamoen has replied to the Commissioner of Foreign Affairs to the effect that the officer responsible for the seizure has been dismissed.

Arms and Ammunition.

A Chinese was fined \$250 or in default three months at the Police Court, to-day, for being in unlawful possession of two revolvers and 200 rounds of ammunition.

HONGKONG CATTLE BARRED.

Anthrax Prevalent.

Director Taylor of the Philippine Bureau of Agriculture returned to Manila on the 18th inst. from a trip to Hongkong, made for the purpose of investigating the possibility of importing clean cattle from that port and the neighbouring ones into the Philippines.

When seen by a representative of the "Cablenews-American" on his return Mr. Taylor says:— "When I left the Philippines I had hoped to find conditions better than I did. I hoped I might see some way of handling the cattle there for the purpose of helping out the local need of animals for food supply, but the first thing I found was that Hongkong cattle were suffering from anthrax, which is a dangerous communicable disease. Even though rinderpest was not present there it was sufficient for the cattle to be so infected to make it impossible to foresee the time when their importation might be justified.

"Not a Shadow of a Chance"

"I found that rinderpest did exist in the West River district up above Canton. I was so informed by the American Consul who has charge of that section of the country. Just how widespread the disease was is uncertain, but its very presence is sufficient to preclude cattle from their entering Hongkong.

As a result of my trip I have come to the conclusion that there is not a shadow of a chance for cattle importation from Hongkong, and that the only safe and sane way of getting a meat supply from there is to follow the advice of the people there conversant with the situation, and slaughter the animals in Hongkong and convey the meat to Manila in refrigerating ships or lighters. In this way Manila could, in my opinion, be supplied with a grade of meat such as it has never yet enjoyed.

Hongkong Beef Excellent.

"The Hongkong cattle are small but their flesh is excellent. They would dress at about from 250 pounds a head. This of course is half or thereabout of the dressed weight of American or English cattle.

"There is an excellent chance for some local capitalist to get into the field now and open up such a business. That of importing cattle on the hoof is out of the question, and the sooner we come to realize the fact the better for all concerned. There is far more money in the importation of beef than in the cattle business, and the man who gets into it first is going to have a distinct advantage.

"I was gratified by the willingness of everyone interested in Hongkong to lend me a helping hand so that I could get a thorough insight into the cattle situation. No cases of disease were hidden from me but everything was done to lift the cover off the entire cattle problem. The Hongkong matadero is about 200 yards from the bay and there is no carting of animals through the streets. In fact one never sees cattle in the streets. As soon as the animals are killed they are rushed to the market.

Our Model Dairy.

"There is a model dairy in Hongkong that has been built after years of costly lessons in the protection of animals from disease. The place is laid out after the manner of a powder factory. It consists of a number of stables each holding from 20 to 25 animals. Each stable is divided into two sections by a plaster wall cutting off all connection between the sections, thus making it impossible for the animals in one to come into contact with the animals in the other.

"The stables are built a distance of several hundred yards apart, so that even if the animals in one section got sick and died, the infection could not possibly go further than to the animals in the other half stable. The chances are great that they would not go even so far.

"I found that rinderpest was present in Macao from cattle brought from the infected districts of the West River country. I am perfectly satisfied that cattle importation from the Chinese coast is impossible for an indefinite time."

NOTES AND COMMENTS.

White women and black men.

It was stated in our columns on Saturday that the promised commission of inquiry to investigate the increasing prevalence, and the cause, of crimes of assault by black men on white women in South Africa, has at last been appointed. The names of the members of the Commission suggest that matters will be gone into with a thoroughness which has been sadly lacking in the past. Among these we are glad to see that of Mr. Christian de Wet who, though a Dutch Afrikaner, may be said to have lost much of the one-sidedness of view characteristic of the typical Boer, by reason of his having rubbed shoulders with those who are prepared to make at least a fair allowance for the coloured man's view of the question. At the same time he—and the three ladies who are also members—may, we think, be relied upon not to make two many excuses for the negro who offends. We are bound to feel that Lord Gladstone's shilly-shallying over so grave a matter in the past will prove to have made the work of the Commission doubly intricate. Over such a question, there is no room for hesitation, or for milk-and-water methods.

The Obstruction Evil.

Despite the fact that there are almost daily prosecutions at the Police Courts for street and pavement obstructions, the evil still continues, and it would appear that the matter is one calling for the infliction of rather heavier punishment than is at present meted out. Any day, during the forenoon or early afternoon, a sight can be seen along the pavement on the Praya between the Post Office building and the Douglas Steamship Company which is a disgrace to the Colony. Hawkers of all manner of comestibles range their stalls along the footpath under the verandahs, while swarms of coolies and sampan folk squat about, sprawling all over the pavement, devouring meats, fruit, etc., and throwing the refuse broadcast in the street and over the pathway. Such a thing should be impossible in the very centre of the city, especially at a point so exposed to the gaze of strangers within our gate. It is, however, a daily occurrence. A casual police visit to the spot might make it not so.

Andrew Lang.

The death of Andrew Lang removes from the world of letters one of its most picturesque and arresting personalities. He wrote on any and every subject, from ghosts to a murder mystery, from Becky Sharp to Mary Queen of Scots. He was, in point of fact, the greatest authority on the unhappy Scots Queen and her period; and he wrote more on the Casket Letters than any other man who ever lived. So voluminous a writer was he that he might have been a syndicate writing under one name; only, no syndicate could have maintained the same agreeable style in all that he wrote. He will be remembered as a myriad-minded man who was equally a great writer, whether he touched Scots history or collaborated with some well-known novelist in producing a story full of sparkle. But many will best remember him for his "Sign of the Ship" which, more than anything else, made "Longman's" the magazine it was.

The "Tests."

The series of Triangular Test Matches between picked cricketers from the Old Country, Australia and South Africa is drawing to a close, though England have to meet the Australians again next Monday, and yet again in August. As far as present indications go, it is probable that the Englishmen will come out on top, though the next two test matches will doubtless be keenly fought out. A suggestion has been made by one of the leading English cricketers that in place of the annual match at Lord's between the Champion County and the Rest of England, advantage should be taken this year of the presence of the Colonial cricketers by arranging in place of this fixture a four days' game between the winner of the Triangular Tests and a combined eleven drawn from the other two sides. A happy idea this, and if put into effect a magnificent fight should be witnessed.

TELEGRAMS.

EMPIRE NEWSPAPERS.

PLEA FOR A UNIFORM RATE.

P. M. G.'s STATEMENT.

Router's
(Service to the "Telegraph.")

London, July 22, 7.10 a.m.
Received 12.5 p.m.

Under the auspices of the Empire Press Union, a deputation of newspaper proprietors, including Mr. Stanley Reed of the "Times of India," Mr. Barr of the "South African Argus," and Mr. Wade, of the "Englishman," Calcutta, waited on Sir Herbert Samuel to ask for common registration for all papers published within the Empire, and for a uniform postage rate for all newspapers published within the Empire.

P.M.G.'s REPLY.

Sir Herbert Samuel, in reply, said that he sympathized with the proposal from the standpoint of Imperial Unity. He referred to his reductions in the cable rates and hoped it would be possible, in the not very distant future, to secure reductions on certain cable rates in various directions. The deputation had not even mentioned cables, and he gathered from that that the Union was not dissatisfied with what he had already achieved.

UNREMITTERING RATE.

He pointed out that if the Canadian rate of a penny per pound for newspapers applied throughout the Empire, the next thing would be a similar demand for monthly periodicals. If the rates for newspapers were reduced, the reduction would have to be extended to all printed matter such as trade catalogues. Imperial consideration which was cogent for Canada did not apply, to anything like the same extent, to other portions of the Empire. He suggested that the newspapers should print overseas editions on thin paper. The half-penny rate for English newspapers was a unremittent. Would they be justified in extending it?

A NEW FORM.

He would, however, give the proposal fresh consideration, for it came in a new form as it was now suggested that the inland rate be extended only to newspapers conforming to their registration conditions. The second condition now proposed was that the inland rate be extended only to newspapers published in parts of the Empire, which gave reciprocal rates to papers published in the United Kingdom. Although it involved a loss of exchange, he had not felt justified merely in negating the second proposal; and he would consider, and, if necessary, consult his colleagues whether further legislation would be necessary. They must regard the matter from a financial viewpoint, and he would not commit the Treasury. He could only promise to give the proposal his most careful and sympathetic consideration.

Some Rare Rewards.

The offer of £10,000 reward for the discovery of a codicil in the Scott will case is not unique. A like amount was on offer in connection with the Phoenix Park murders. A century ago a reward of £1,000 was offered for information concerning the murder of Benjamin Bathurst, an English Envoy to the Court of Vienna, and was large enough to cause consternation on both sides of the Channel.

Various rewards, totalling £2,000, were offered for the capture of Jack the Ripper, and the worth of a clue to "Peter the Painter" in the Houndsditch affair was appraised at £500. A thousand pounds were offered in 1907 by the Dublin Castle authorities for the recovery of the missing regalia of St. Patrick and other jewels, worth over £30,000 in all, stolen from the Castle safe. Mr. Worthington offered a like sum after a burglary at his house, and a similar amount was put up in connection with a robbery of precious stones from a customer at the Cafe Montic.

Only one reward has been given by the aid of wireless—the £100 offered in the celebrated Crippen case.

CHINESE ENGINEERING AND MINING CO.

The Agreement Ratified.

An extraordinary general meeting of the Chinese Engineering and Mining Company, Limited, was held on the 27th ult. at Winchester House, Old Broad Street, London, E.C., Mr. W. E. Turner presiding, to consider the proceedings at and the result of the extraordinary general meetings of the company convened for June 7 and June 12 last, and, if thought fit, to confirm certain resolutions as special resolutions. The Secretary (Mr. Alfred W. Berry) having read the notice convening the meeting.

The Chairman said: As you have heard, the business of this meeting is merely to confirm certain resolutions which were passed at the extraordinary general meetings of the company held on June 7 and June 12. Before we proceed to deal with these resolutions I may tell you that after the last meeting we received a telegram from our agent and general manager, dated June 14, stating that the final agreement had been ratified by the British Government and the Chinese Government. We have since received from the Foreign Office a letter, dated June 19, informing us that the British Minister at Peking had reported, by telegraph, that the final agreement with the Lanchow Company, as signed on June 1, was officially communicated by the British Minister to the Chinese Government on June 13. The latter further informed us that as regards the formal approval of the agreement by His Majesty's Government, Sir John Jordan had been authorised some months ago to convey to the Chinese Government the approval of His Majesty's Government of the agreement in the form in which it is understood that it has finally been signed.

Indebtedness to the Imperial Government.

I cannot leave this part of the subject without expressing once more, on behalf of the board of directors and the shareholders of the company, our indebtedness to His Majesty's Government and to the British Minister in Peking for their good offices and their active assistance in bringing this question to so satisfactory a conclusion. Matters have, therefore, now reached the final stage, so far as this company is concerned. All that remains is for us to pass the resolutions which are before the meeting. That being done the new company will be registered in the course of the day.

The Kailin Mining Administration will take over the management of the properties and business of two companies in China on Monday next, July 1, and it is anticipated that the new company will make its debenture issue in about a week's time. I now move: "That the resolutions which were passed at the extraordinary general meetings held on June 7 and June 12, 1912, be, and the same are hereby, confirmed as special resolutions."

Resolutions.

The resolutions were as follows:—

(1) "That the company be wound up voluntarily under the Companies (Consolidation) Act, 1908."

(2) "That with a view to carrying into effect the arrangement approved by the resolution of the extraordinary general meeting held on June 7, 1912, the liquidator of the company if and when appointed, be, and is hereby, authorised to consent to the registration of a new company to be called the Chinese Engineering and Mining Company, Limited, or some similar name, with a memorandum and articles of association which have already been prepared with the privity and approval of the directors of the company."

(3) "That the draft agreement submitted to this meeting, and expressed to be made between this company of the one part and the Chinese Engineering and Mining Company, Limited, of the other part, be, and the same is hereby, approved, and the liquidator be, and he is hereby, authorised, pursuant to Section 192 of the Companies (Consolidation) Act 1908, to enter in an agreement with the new company (by whatever name incorporated)

in the terms of the said draft, and to carry the same into effect with such modifications (if any) as he thinks expedient."

Mr. E. Davis seconded the Chairman's motion.

The resolutions were then carried unanimously.

The Chairman said: I now beg to move the fourth resolution: "That Mr. Alfred William Berry, of No. 22, Austin Friars, London, E.C., be, and is hereby, appointed liquidator to conduct such winding up."

Mr. E. Davis seconded the motion, and it was carried unanimously.

The proceedings then came to a close.

THE TYPHOON.

Shipping Held Up.

At 5.30 o'clock this morning the black ball was added to the inverted cone of yesterday's typhoon signal, indicating that the typhoon is situated to the south west of the Colony and within the 300 miles radius.

The observatory report of noon, to-day, locates the typhoon at a spot 100 miles E.N.E. of Hoihow, and proceeding in a north westerly direction slowly. From that it would appear that it should strike the coast somewhere to the south of Macao, though the prevailing monsoon may drive it more northward.

Most of the small craft made for shelter yesterday afternoon, and the Causeway Bay refuge and the Bowington Canal were crowded. All, however, did not immediately heed the warning, but this morning saw a general movement of the remainder to sheltered places, giving the Harbour the desolate aspect usually associated with the advent of typhoon weather. Some of the shipping proceeding southward has been held up and Capt. Pennefather of the s.s. "Taming" decided to delay departure, so that the Bandmann Opera Company who are to open at Manila on July 27, have been unable to leave.

CANTON NEWS.

The Currency Problem.

(The "Telegraph" Correspondent.)

Canton, July 22. On the 21st inst., a meeting was held at the Chamber of Commerce in connection with the scheme for the formation of a banking corporation for the redemption of notes. Mr. Ip Shun-kue occupied the chair. He said that as a result of the proposal for starting this corporation, there was a change for the better, in the value of notes, and he was quite confident of the scheme being rewarded with success. It was suggested that the Chamber of Commerce should promise to take up 10,000 shares of \$5 each, and that every member of the Chamber should solicit for shares, while the charitable institutions, the Chinese exporters, the Self-government Investigation Society and other societies should be informed of the scheme, and be requested to give their assistance. It was also proposed that Chinese residents abroad should be asked for support.

The object of the corporation is to redeem the notes for the Canton Government with a view maintaining their former value. The enterprise will be jointly taken up by the Chinese people in Hongkong and Canton. The Canton Chamber of Commerce will be utilized as the office for soliciting shares, and the collection of them. On the other hand, the Patriotic Contribution Bureau in Hongkong will be used for the same purpose. The capital of the corporation will be \$5,000,000, divided into 1,000,000 shares of \$5 each, and \$2,000,000 will be first collected for working capital, the holders of initial shares to be entitled to 10 per cent. dividend. The balance of \$3,000,000 will be called up at a later date, and will be collected by one instalment in 20 cents subsidiary coins. The rate of interest on the capital will be 8 per cent per month. The corporation will require the Governor-General to pay in the notes as redeemed by the corporation, to the Official Specie Department, on deposit, bearing monthly interest of 8 per cent. The corporation will also do business in deposits, and will establish a savings bank.

LEAGUE TENNIS.

Kowloon C. C. v. Wigwam.

Playing at home on Saturday, Kowloon gained an easy victory over Wigwam, winning by 73 games to 28. Scores:—

Green and Abraham (Kowloon) beat Fittock and Macaskill 9-2; beat Blackburn and Jeffries 10-1; beat Evans and Hansen 11-0.

Mackenzie and Capt. Clarke (Kowloon) beat Jeffries and Blackburn 10-1; beat Fittock and Macaskill 9-2; beat Evans and Hansen 7-4.

Lt. Thompson and Capt. Wood (Kowloon) beat Evans and Hansen 7-4; lost to Blackburn and Jeffries 5-6; lost to Fittock and Macaskill 5-6.

A KEEN SENSE OF SMELL.

Peculiar Means of Identification.

An Indian was charged before Mr. Melbourne, at the Police Court, to-day, with stealing a piece of matting, valued at thirty seven cents, from a Chinese in Austin Road, Kowloon.

Defendant said he was falsely accused. The matting was only worth thirty seven cents and he would not sacrifice his liberty by stealing that. The matting had been washed with disinfectant.

A witness for the defence said he knew the matting by its small (laughter). It was his. (more laughter)

Mr. Melbourne: Do you smell it every day? Yes Sir. (Renewed laughter)

Defendant was fined \$10 or in default fourteen days.

HUGE SEIZURE OF ARMS AND AMMUNITION.

Thousands of Dollars' Worth Captured.

We have been informed that a number of automatic pistols, and sporting guns, together with several thousand rounds of ammunition, have fallen into the hands of the police.

The seizure was made on the wharf of the Hongkong, Macao, Steamboat Company.

From enquiries by a member of the "Telegraph" staff, it has been elicited that the arms and ammunition were brought in on board the Minucosa. A man who was supposed to be in charge of the box containing the contraband goods was asked what it contained, and said "Carpenter's tools." He was asked to open the box and said he would certainly do so after he had paid his coolies. He went away ostensibly to change a bill, but never returned. After the box had been broken open by the police it was found to contain the arms and ammunition referred to.

GERVAN SYNTHETIC RESEARCH.

A paper on synthetic rubber has been given before the Society of German Chemists by Dr. Hofmann, who has charge of the researches on this body now being conducted by the Bayer Company at Elberfeld. A few years ago most leading chemists considered that the synthesis of rubber from isoprene was quite out of the question, and it was left to the large chemical undertakings with their vast resources to prove the contrary. At the present day the Elberfeld Farbenfabriken, the Badische Anilin-und Sodafabrik, and the A. G. vorm Schering, Berlin, and several firms out of Germany, are all engaged on the problem of the commercial production of synthetic rubber from isoprene. Dr. Hofmann stated that he himself was led to commence experiments on the subject by reading an account of an English lecture dealing with this matter over five years ago. After a considerable amount of work he succeeded in preparing isoprene from creosol, and in 1909 he produced the first sample of actual synthetic rubber. The whole question is no longer vague and shadowy, but how soon the manufacture of rubber will be a commercial proposition is impossible to say. As the annual value of the raw rubber output is over £50,000,000, the importance of the problem is enormous.

LAW LIST.

Supreme Court.

Original Jurisdiction.

July 25.—Full Court, re Wa Cheong Kee v. Prussian National Insurance Co. of Stettin. Motion for security for costs.

Appellate Jurisdiction.

July 30.—Fook Lung Firm v. Yan Wo Firm.

Summary Jurisdiction.

Before Mr. Justice Gompertz:—To-day.—Chan Chow, trading as Chek Sin Tong v. The On Mow Hing Kee and Keung To managing partner. Otter Singh v. Liu Shiu Ping.

Wednesday.—Miss Emma Hamilton v. H. W. Looker.

DON'T FORGET.

To-day.

Christian Science Lecture, City Hall.

Wednesday, July 24. Extraordinary General Meeting, Star Ferry Co., Ltd., 12.30.

Wednesday, July 31. General Meeting, Messrs. Geo. Fowling and Co., Ltd., Noon.

Thursday, Aug. 1.

Trooping of colours by K.O.Y.L.I., Minden Day.

Tuesday, Aug. 6.

Hongkong, Canton, and Macao Steamboat Co., Ltd. half yearly meeting.

Lady May's at Home, 4.30 p.m.

Hongkong, Canton and Macao Steamboat Co.

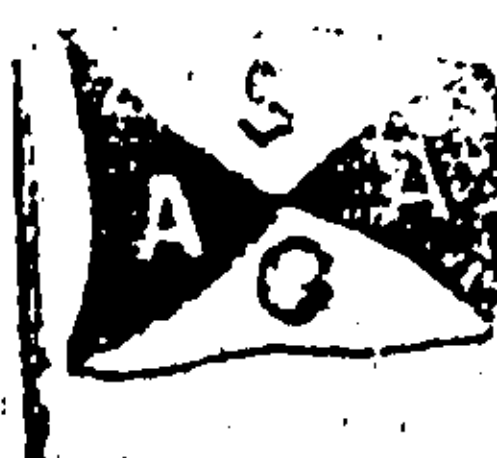
Subject to audit the Directors of the Hongkong, Canton and Macao Steamboat Co., Ltd. at the forthcoming meeting of shareholders will recommend the payment of a Dividend of \$1 per share \$80,000, write off book value of steamers \$25,000, write off book value of wharves and properties \$10,000, transfer to Special Repairs Fund \$10,000, and carry forward to New Account \$24,820.03.

Today's Advertisements

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FLAT, SUITE ROOMS, or Apartments wanted shortly by professional man and wife. With catering imperative. Electric light, gas, &c. "Book," of "Hongkong Telegraph," Hongkong, 23rd July, 1912. 1678

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

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BUTCHERS MEATS
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don't intend to compete in price with the very low-priced wines sold, which are often only claret in name; but what they do undertake to do is to give the best possible value at each of the prices quoted, and they guarantee that their wines are pure Bordeaux and are entirely made from grapes grown in the Bordeaux district.

The following wines are guaranteed pure Bordeaux Claret free from drugs, colouring or added matter:—

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WE ARE PRACTICAL OPTICIANS.

And can grind any lenses for makes a screw to a pair of Spectacles on the premises. Don't throw your frames away; have them repaired by

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"Montague" ...	Satur. Aug. 8	"Allan Line" ...	Aug. 30.
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"E. of Japan" ...	Sept. 14	"Allan Line" ...	Oct. 11.

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

TIENSIN v. WIEWEL...CHIPSINGH	Friday, 26th July, Noon
SINGAPORE, PENANG & CALOUTTA	KUTSANG* Saturday, 27th July, Noon.
MANILA	YUENSANG* Saturday, 27th July, 2 p.m.
SHANGHAI, KOBE & FUKUSANG	Thursday, 1st Aug. Noon.
MOJI	Friday, 2nd Aug. 2 p.m.
MANILA	LOONGSANG* Saturday, 3rd Aug. 2 p.m.

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Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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For	STEAMERS	DATE OF DEPARTURE
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	... About 10th Aug.
SHANGHAI, N'SAKI, KOBE & YOKOHAMA	DEN OF CLAMIS*	... 25th "
LONDON, LEITH & ANTWERP	CARMARTHENSHIRE	... 3rd Sept.
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	... 20th Sept.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON TUESDAY, 23rd JULY.

10.00 p.m. "FATSHAN." 6.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th JULY.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.
FURTHER PARTICULARS MAY BE OBTAINED AT THE OFFICE OF THE COMPANY.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 6 p.m. Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 Tons, & "NANNING," 669 Tons.

One of the above steamers leaves Canton for Wuchow every Monday. One of the above steamers leaves Wuchow for Canton every Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout with electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the **HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**

HOTEL MANSION (FIRST FLOOR),

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	KAMO MARU. Capt. J. L. Sommer. T. 16,000 AKI MARU. Capt. H. Kan. T. 12,000	WEDNESDAY, 31st July, at Daylight. WEDNESDAY, 14th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE VIA KENILCOTT, S. M. MOJI, KORE, YOKOHAMA, SHI-MIZU & YAMATO	SADO MARU. Capt. Oankwa. T. 12,500 YOKOHAMA MARU. Capt. K. Noda. T. 12,500	TUESDAY, 30th July, at 4 p.m. TUESDAY, 18th Aug., at 4 p.m.
SYDNEY & MELBOURNE, via MANILA, THURSDAY, ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU. Capt. Sekino. T. 7,400 NIKKO MARU. Capt. M. Yagi. T. 9,500	FRIDAY, 2nd Aug., at Noon. FRIDAY, 30th Aug., at Noon.
BOMBAY, SINGAPORE & COLOMBO	KAMAKURA MARU. Capt. K. Suyeda. T. 12,000 KAGA MARU. Capt. Tabusa. T. 12,000	FRIDAY, 26th July, at 5 p.m. WEDNESDAY, 31st July, at 5 p.m.
KOBE & YOKOHAMA	NIKKO MARU. Capt. M. Yagi. T. 9,500	WEDNESDAY, 31st July, at Noon.
SHANGHAI & KOBE	IKIRIN MARU. Capt. Deguchi. T. 4,000	MONDAY, 29th July, at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU. Capt. T. Noguchi. T. 5,000	WEDNESDAY, 31st July, at Noon.

* Fitted with new system of wireless telegraphy.

† Cargo only.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

S.S. CEYLON MARU.....Tons 6,000.....Saturday, 27th July.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone Nos. 232 & 1241.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail.
SHANGHAI	"CHENAN"	26th July 4 p.m.
HOIHOW (Mails) & HAIPHONG	"SUNGKIANG"	26th " 8 a.m.
SWATOW, AMOY, NINGPO & SHANGHAI	"FOOCHOW"	26th " 4 p.m.
SHANGHAI	"YINGCHOW"	27th " M'night.
MANILA, CEBU & ILOILO	"TEAN"	30th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice, Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo, booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin screw Steamers "Tea" and "Taming," with superior accommodation and electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anson, Okenas, Japan, Chinkwa), with excellent passenger accommodation; Electric Light throughout and Electric Fans in this State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch, leave, Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

Telephone No. 36.

Hongkong, 23rd July, 1912.

BUTTERFIELD & SWIRE.

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

GOLDENFELS.....24th July.

SUEVIA2nd Aug.

PISA15th Aug.

O. J. D. AHLERS22nd Aug.

O. F. LAEISZ11th Sept.

ARCADIA24th Sept.

For Further Particulars, apply to—

HOMEWARD.

For Marseilles, Havre & Hamburg:

S.S. SILEZIA5th Aug.

For Havre, Rotterdam & Hamburg:

S.S. F. DUELOW18th Aug.

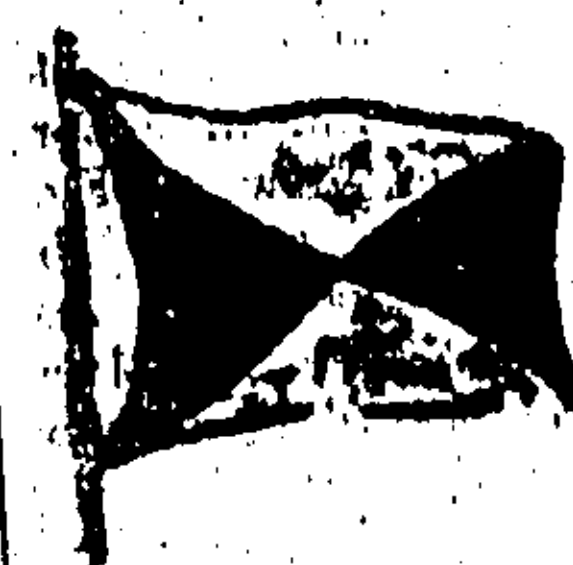
For Havre, Bremen & Hamburg:

S.S. GOLDENFELS23rd Aug.

For Havre & Rotterdam, Hamburg:

S.S. BRISCAVIA5th A. G.

Hamburg-Amerika Linie, Hongkong Office. [12]



HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO...	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th July, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 9th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 20th July, 1912. [14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Sailings From Expected on or about For Will leave on or about

Tilmah	JAVA.....2nd half July.....2nd half July.
Tikini	JAVA.....2nd half July.....2nd half July.
Tilpanas	JAPAN.....2nd half July.....2nd half July.
Tilmanok	JAPAN.....1st half Aug.....1st half Aug.
Tiltaroom	JAPAN.....1st half Aug.....1st half Aug.
Tiltoboda	JAPAN.....1st half Aug.....1st half Aug.
Tiltatlap	JAPAN.....2nd half Aug.....2nd half Aug.
Tiltiwong	JAPAN.....2nd half Aug.....2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-Indies on through B/L.

For particulars of Freight and Passage, apply to the **JAVA-CHINA-JAPAN LIJN,** York Building. [15]

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru" ...	21,000	A. G. Stevens	Aug. 18th, Noon.
S.S. "Tenyo Maru" ...	21,000	E. Bond	Aug. 20th, Noon.
S.S. "Shinyo Maru" ...	21,000	H. S. Smith	Sept. 10th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office. INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU YOKOHAMA & HONOLULU on TUESDAY, the 13th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Tuesday, Aug. 6, Noon.
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.

For Further Particulars as to Passage and Freight, apply to **G. MORIMOTO, Agent.** (KING'S BUILDING Opposite Blake Pier). [13]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS.

PROVISION & COAL

MERCHANTS

Hongkong, 23rd July, 1912.

MEE CHEUNG.

ART PHOTOGRAPHER HONGKONG.

TELEPHONE NO. 1013.

Despatching, Printing & Engraving

Hongkong, 23rd July, 1912.

LOG BOOK

To Guard Against Floating Derelicts.

The Imperial Merchant Service Guild, who have been approached on the point of representation, are officially acquainted of the fact that a small departmental Committee has been appointed to consider the measures now taken to protect shipping from the dangers caused by floating derelicts and other obstructions to navigation, and whether those measures require to be supplemented, and if so, in what way.

It is stated that Sir Archibald Williamson, Bart., M.P., has consented to act as Chairman of the proposed Committee, upon which various representatives of the shipping interests will be invited to sit. A Committee has been formed consisting of some twenty Members of Parliament, with Mr. Basil E. Peck, M.P., as Chairman. This Committee is the only one that has ever been formed to further the interests of Captains and Officers in the House of Commons, and is known as the *Parliamentary Committee of the Imperial Merchant Service Guild*, and through this Committee the Guild have lately raised several important Questions in the House regarding the dangers of floating derelicts which have been reported both on the high seas and round our coasts, and from the nature of the replies of the President of the Board of Trade this no doubt accounts in a large measure for the important step which has now been taken by the Board of Trade.

It will be interesting to the profession to learn that the well known novelist, Sir Gilbert Parker, M.P., and Mr. A. Shirley-Benn, M.P., have recently joined the Committee, and at a recent meeting it was decided to go thoroughly into the questions of pay and conditions of Captains and Officers in the merchant service, the hours of labour, the iniquitous two-watch system whereby Officers are obliged to perform from sixteen to twenty hours per day on duty—Saturdays and Sundays included, the question of Sunday labour, overtime, discipline, the importance of every ship carrying certificated Officers, and the terms of the amendments which have been framed by the Guild to incorporate in the Merchant Shipping (Certificates) Bill when it is next brought forward, have been placed in the hands of each Member of the Committee, and their friends on both sides of the House of Commons will give it their support.

The Secretary of the Guild has been asked to assist in the formation of a small Committee of the International Law Association which will deal with the subject of deck loads, and at the invitation of the Committee the Guild are now obtaining evidence of the grave dangers which attend the carriage of deck cargoes and the serious accidents and loss of lives which have been caused through deck loads.

Two large Steamship Companies are at present in communication with the Guild concerning the pay of their Captains and Officers which they promise to considerably improve within the course of a few days.

Queen's Gift to R. U. S. F. A model of the first-class battle-cruiser Queen Mary, which was launched recently on the Tyne, has been placed in the museum of the Royal United Service Institution, in Whitehall, by the Queen, to whom the model was presented by Mr. Palmer's Shipbuilding Company, the builders of the vessel. The model, which is 14-in. 4-in. in length, is constructed on the scale of 1-in. to 1-ft., and is complete in every respect.

Reward for Bravery at Sea. The Secretary of the China Coast Officers' Guild is in receipt of an official communication through the British Consul, from the Foreign Office, London, that a medal and certificate has been received from the Royal Humane Society for the Second Engineer of the C.M. steamer Heibohi, Mr. D. Palmer, in connection with the wreck of the Maifoo last year, when he so gallantly saved the life of the Chief Officer on that occasion. The medal will be presented to Mr. Palmer on his arrival in port by Sir Frederick Fraser, K.C.M.G.

LOG BOOK.

U. S. S. Liscom in Dock.

The American army transport Liscom is tied up alongside the Shanghai Dock and Engineering Company's works at the Old Dock undergoing a thorough overhauling which will take about three months time. The Liscom was built in 1878, and when she was taken over by the United States government for use as an interisland transport in the Philippine service she was refitted here in Shanghai. Captain W. C. Barclay, who has been in the Far East for thirteen years, is in command of her.

Fremantle Graving Dock.

A serious engineering difficulty has presented itself at the graving dock now in course of construction at Fremantle. A cave has been discovered, but of its magnitude nothing certain is known. However, it has given those in charge of the work great concern, and it is further mentioned that so serious is the situation that the Government have under consideration the advisability of stopping the work. One thing certain is that the cave will have to be filled in if the work is to be continued, and this task will be a formidable one, and will mean that the price originally voted for the building of the dock will be very materially exceeded. The excavations at the present time have reached a depth of something like 39 ft., but a great deal more sinking will have to be done before the necessary bottom can be put in. (W. Australian).

Hydrographer's Report of Marine Survey.

The annual report by the Hydrographer of the Admiralty of the work performed during last year in the examination and charting of the seas and coasts in various parts of the globe has been issued. It is stated that during the year as many as 412 rocks and shoals dangerous to navigation were reported. Of these 13 were discovered by vessels striking on them, 108 were reported by surveying ships, 8 by other of H. M. ships, 10 by various British and foreign authorities, and 303 by colonial and foreign Governments; while in the same period 36 previously reported dangers have been expunged from the charts. A length of 906 miles of coast line was charted and an area of 5,405 square miles sounded over, the scale of each survey varying with the requirements of the locality. The Indian Marine Survey charted 212 miles of coast line and sounded over an area of 2,819 square miles. This work was carried out with a staff of 10 officers by the ships, with complements of 132 and 46 men respectively. The number of officers of all ranks employed upon the general survey amounted to 83, of whom 61 were surveying officers, and their crews to 706.

Some interesting figures were furnished respecting the publications of the Hydrographic Department during the year, from which it is seen that 39 navigational charts were published, 20 plates were improved by the addition of 41 new plans, 106 worn plates were improved by being wholly or partially re-engraved, and 571 plates were improved by large corrections and additions. Of the last named 251 plates were so largely corrected as to necessitate new editions being published. In addition, 8,732 smaller corrections were made to the plates by the engraver, whilst 107,304 charts received minor corrections in manuscript. The number of charts printed for the requirements of the Royal Navy, for Government departments, and to meet the demand of the general public during the year amounted to 672,540. There were published 1,840 notices to mariners.

The German New Port—Emden. It is stated from Hamburg that the demand of the Deutsche Rhederei Gesellschaft for an emigration concession from Emden to New York has been refused by the Federal Council. The joint demand of the Hamburg American and the North German Lloyd lines, however, will be accepted; so that those two companies will call four times a month at Emden. This concession is not for an emigration traffic to New York, but for the Australian, Brazilian, and East Asiatic services.—L. & O. Express.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp via Singapore, &c.	Poonia	P. & O. Co.	24 July, about
London, via Usual Ports of Call	Delta	P. & O. Co.	3 August, Noon
London, Rotterdam and Antwerp, &c.	Pembroke	J. M. & Co.	6 August, about
Havre, Rotterdam and Hamburg, &c.	Fuerst Buelow	H. A. L.	13 August
do do do	Brigavina	H. A. L.	5 September
Havre and Hamburg, &c.	Suevia	H. A. L.	11 September
Havre, Bremen and Hamburg	Goldenfels	H. A. L.	23 August
Marseilles, &c., via Suez Canal	Kamo Maru	N. Y. K.	31 July
Marseilles, Havre and Hamburg, &c.	Silesia	H. A. L.	7 August
Naples, Genoa, Algiers, Gibraltar Southampton	Yorck	M. & Co.	24 July, Noon
Trieste, Fiume, Venice via Singapore, &c.	Silesia	S. W. & Co.	31 July

New York, San Francisco and Canada.

New York	Atholl	D. & Co.	23 August, about
New York, via Suez Canal	Inverclyde	S. T. & Co.	10 Sept., about
Boston and New York	Indraghiri	J. M. & Co.	30 July, about
do do	Indramayo	S. T. & Co.	30 July
do do	Kanana	Bank Line	8 August
San Francisco, etc.	Tonyo Maru	T. K. K.	20 August
San Francisco via Shanghai and Japan	Nile	P. M. Co.	30 July, 1 p.m.
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	6 August, 1 p.m.
Seattle via Nagasaki, Kobe and Yokohama	Minnesota	N. Y. K.	5 August
Mexico, Peru, Chili via Japan	Buio Maru	T. K. K.	4 October
Mexican, Peruvian & Chilean via Japan	Kiyo Maru	T. K. K.	6 August, Noon
Victoria, and Tacoma via Japan	Seattle Maru	O. S. K.	8 August
Victoria and Seattle via Shanghai and Japan	Sado Maru	N. Y. K.	30 July
do do do do do	Seattle Maru	O. S. K.	8 August, 1 p.m.
Vancouver via Shanghai, Japan &c.	Monteagle	C. P. R. Co.	3 August, 6 p.m.
do do do	Empress of India	C. P. R. Co.	24 August, 6 p.m.

Australia.

Australian Ports via Manila	Yavata Maru	N. Y. K.	2 August, Noon
do do do	Coblentz	M. & Co.	10 August, 9 a.m.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjiliwong	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Middle of August
Singapore, Penang and Calcutta	Kutsum	J. M. & Co.	27 July, Noon
do do do	Gregory Apar.	D. S. & Co.	25 July
Singapore, Penang, and Rangoon	Ilunda	J. M. & Co.	25 July, Noon
Singapore, Penang, Rangoon and Calcutta	Ceylon Maru	N. Y. K.	27 July
Bombay via Singapore, and Colombo	Kamakura Maru	N. Y. K.	24 July
Yokohama and Kobe	Iola	J. M. & Co.	27 July, Noon
Yokohama and Kobe via Shanghai	Vorwaeria	S. W. & Co.	31 July, about
do do do	Tjitaroom	J. C. J. L.	F. half August
do do do	Tjimanook	J. C. J. L.	Quick despatch
do do do	Tjipanas	J. C. J. L.	Quick despatch
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	31 July, Noon
Kobe and Yokohama	Kaga Maru	N. Y. K.	31 July, 5 p.m.
Kobe and Moji	Arratoon Apar.	N. S. & Co.	20 July
Manila	Yuenasang	J. M. & Co.	27 July, 2 p.m.
Manila, Mangarin, Iloilo and Cebu	Zufiro	S. T. & Co.	30 July, 4 p.m.
do do do	Hubi	S. T. & Co.	9 August, 4 p.m.
Manila, Cebu and Iloilo	Taan	B. & S.	30 July, 4 p.m.
Weihsuiwei and Tientsin	Huichow	B. & S.	27 July, 4 p.m.
Tientsin	Chipsing	J. M. & Co.	26 June, Noon
Anping via Swatow and Amoy	Sosho Maru	O. S. K.	24 July, 10 a.m.
Swatow	Haiyang	D. L. & Co.	26 July, 11 a.m.
Swatow, Amoy and Foochow	Haitan	B. & S.	26 July, 4 p.m.
Swatow, Amoy, Ningpo and Shanghai	Foochow	B. & S.	26 July, 4 p.m.
Shanghai and Kobe	Kirin Maru	N. Y. K.	29 July
Shanghai, Kobe and Moji	Fookang	J. M. & Co.	1 August, Noon
Shanghai, Moji and Kobe	Diliwara	D. S. & Co.	24 July
do do do	Bombay Maru	N. Y. K.	31 July
Shanghai, Moji, Kobe and Yokohama	Nubia	P. & O. Co.	25 July, about
do do do	Yeddo	A. N. & Co.	20 July
do do do	Nippon	A. N. & Co.	20 August, about
Shanghai, Nagasaki, Kobe and Yokohama	Den of Glamis	J. M. & Co.	23 August, about
Shanghai, Taingtau, Kobe and Yokohama	Luetsow	M. & Co.	24 July, about
Shanghai	Bohemia	S. W. & Co.	4 August
do do do	Tjikini	J. C. J. L.	Quick despatch
do do do	Chonan	B. & S.	25 July, 4 p.m.
do do do	Linan	B. & S.	27 July, 4 p.m.
do do do	Yingchow	B. & S.	27 July, 4 p.m.
do do do	Arcadia	P. & O. Co.	1 August, about

THE LAST WORD

PREPAID ADVERTISEMENTS.

ONE CENT PER WORD!

FOR EACH INSERTION

- IF YOU HAVE A HOUSE TO LET.
IF YOU DESIRE TO RENT A HOUSE.
IF YOU REQUIRE ROOMS.
IF YOU WOULD LIKE TO LET ROOMS.
IF YOU WANT AN EMPLOYEE.
IF YOU ARE IN NEED OF A POSITION.
IF YOU HAVE LOST ANYTHING.
IF YOU HAVE FOUND ANYTHING.

ADVERTISE IN THE "TELEGRAPH."

ONE CENT PER WORD!

FOR EACH INSERTION

ADVERTISE AND WATCH RESULTS.

UNCLAIMED TELEGRAMS

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—
Evans Customs, from London Sub.
Changquan Manwoo, from Habana.
Goon Gow Yon 108 Jervois Street, from Boston.
Gorham, from London Sub.
Hukheng Kwongyak, from Bangkok.
Kiahuat Namparklung, from Bangkok.
Lienwmyokshun Vjioenngan, from Medan.
Limfookhing, from Oakland Cal.
Mowhan, from Paracale P. I.
Nishimura, C/o Poyosaka, from Manila.
Steamer Lygia Care Blackhead, from Batavia.
Surazola, King Edward Hotel, from Macao.
Suossman, from Bangkok.
Tani Nomura, from Zamboanga, P. I.
Winglook Cheong 204 Wing-luk, from New York.
Yingsinghing, from Victoria, B. C.
6573, from Weihaiwei.
Hongkong 19th July, 1912.
J. M. Beck, Superintendent.

Great Northern.

List of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—
Dale.
Hengbio.
Kwongcheong.
Maopherson, Persia.
Nutmol.
Chowkay c/o Shingyuen, 32 Manhamkai.
Shinsho.
Weedil.
Yinkoehan.
Yuet Hing Loong 200 Queen's Road.
241 Des Vaux Road.
1484, 0504, 3111, 5594, 0090, 1680, 3024, 5894, 0059, 6714, 0034, 2800.
6839, 7303, 4637.
1346.
H. K., 10th July, 1912.
J. P. Jesson, Acting Superintendent.

SHIPPING NEWS.

ARRIVED.
Estonia, R. s. s., 2,701, Scharloca, 21st July—Antwerp, Gen.—M. & Co.
Johanne, G. s. s., 952, H. Island, 22nd July—Haiphong and Hothow 21st July, Gen.—J. & Co.
Braemar, Br. s. s., 2,865, A. T. Brain, 22nd July—Singapore 16th July, Gen.—D. & Co.
Kira Maru, Jap. s. s., 2,316, Dezuchi, 22nd July—Singapore 16th July, Gen.—N. Y. K.
Minnesota, Am. s. s., 18,823, T. W. Garlick, 23rd July—Seattle 18th June, and Manila 21st July, Gen.—N. Y. K.
Rheas, Br. s. s., 4,224, Paddle, 23rd July—Foochow 21st July, Gen.—B. & S.
Tjimali, Dutch s. s., 2,470, Scheimbert, 23rd July—Amoy 21st July, Gen.—J. C. J. L.
Yuenasang, Br. s. s., 1,224, P. H. Rolf, 23rd July—Manila 20th July, Gen.—J. M. & Co.
Socha Maru, Jap. s. s., 1,119, K. Sugawa, 23rd July—Canton 22nd July, Gen.—O. S. K.

CLEARANCES AT THE HARBOUR OFFICE.

Taming, for Holo.
Hatching, for Foochow.
Lantes, for Saigon.
Braemar, for Shanghai.
Rheas, for London.

DEPARTED.

July 23.
Panama-mar, for Victoria.
Sambila, for Antwerp.
Nelus, for Yokohama.
Oblyo-mar, for San Francisco.
Hatching, for Foochow.
Obysang, for Canton.
Chonan, for Canton.
Hatching, for Shanghai.
Obysang, for Yokohama.
Erlich, for Wankamster.
Hupoh, for Shanghai.
Lundert Schell, for Bangkok.
Carmarthen, for Yokohama.

PASSENGERS ARRIVED.

Per s.s. Yuenasang, arrived 23rd July, from Manila:—
MacIntyre.

For s.s. Minnesota, arrived 23rd

July, from Seattle, &c.:—
Battie, A. J. McCloskey, Miss
Battie, Mrs. A. E.
Blum, O. E. McWilliams, O.
Crow, J. W. F.
Casy, Lt. C. C. Mombert, O. E.
Caranovas, J. Nitrovich, E.
Downey, Mrs. J. Ober, Miss O. H.
Formosa, V. Paske-Smith, Mr.
Harberer, E. J. and Mrs. M.
Hamphrey, Mr. & Mrs. W. E.
H. H. Rios, F. E.
Jones, J. W. Richardson, C. E.
Kwin, D. S. Sargent, L. O.
Kwong, T. S. Vance, M. K.
Lefante, A. Walsh, Mr. & Mrs.
Lawrence, D. S. W. A.
Lauman, Dr. F. J. Wilson, J. R.
Mulligan, J. E. Wente, Miss C.
Mugrave, Dr. W. Wente, Miss E.
E. Youen, C.
Mason, Miss J.

PASSENGERS DEPARTED.

Per s.s. Rubi, sailed on 20th July, for Manila, &c.:—
Boardman, Mrs. Leung Wah-long
Blotford, Mrs. L. Macdonald, Mrs.
Chung, Mrs. Mary A.
Chung, Kin-lau Ng Ah-tin
Cox, Miss M. M. Otnaji, R.
Co Shi, Mrs. Ong Kian
Co Chua Pakkerton, H.
Co Biao, E. V. Parker, Mrs. A.
Ching Kam-yau Po Yoo-ee
Dai Cha Rosenthal, J.
Dai Shiu Regidor, Mr. and
Dollor, Mr. & Mrs. Miss de
J. N. Haoria, Vinciente
Fitzpatrick, W. S. S. S. S.
Gunn, Mrs. G. So. Ohiong
Go Jo-gui See Tam
Hertz, H. To Biao-chuan
Hanslon, Mr. and Mrs. To Fok-hun
Hill, W. F. Tau Huan-jek
Jao Hian-sho Thomas, Mrs. N.
Kwong Lim Trimble, L.
Kwong Chuan Uy Ki-suy
Kwong Chung Yau Li-kin
Lai Chi-luck Yao Mau
Lundgren, Mr. and Mrs. Yau Chua
Mrs. E. Yau Tso, J. O.
Liong Sam

SHIPS PASSED THE CANAL.

London, June 26.
Arrivals from China:—Doheni,
Montrose and Ping Suoy.
The following vessels have passed the Canal:—Braemar, Bulow, Candia Carmarthenshire, Matoppe, Peshawar Vandalia and Yangtze.
London, 28th June 1912.
1484, 0504, 3111, 5594, 0090, 1680, 3024, 5894, 0059, 6714, 0034, 2800.
6839, 7303, 4637.
1346.
H. K., 10th July, 1912.
J. P. Jesson, Acting Superintendent.

ARRIVED.
Estonia, R. s. s., 2,701, Scharloca, 21st July—Antwerp, Gen.—M. & Co.
Johanne, G. s. s., 952, H. Island, 22nd July—Haiphong and Hothow 21st July, Gen.—J. & Co.
Braemar, Br. s. s., 2,865, A. T. Brain, 22nd July—Singapore 16th July, Gen.—D. & Co.
Kira Maru, Jap. s. s., 2,316, Dezuchi, 22nd July—Singapore 16th July, Gen.—N. Y. K.
Minnesota, Am. s. s., 18,823, T. W. Garlick, 23rd July—Seattle 18th June, and Manila 21st July, Gen.—N. Y. K.
Rheas, Br. s. s., 4,224, Paddle, 23rd July—Foochow 21st July, Gen.—B. & S.
Tjimali, Dutch s. s., 2,470, Scheimbert, 23rd July—Amoy 21st July, Gen.—J. C. J. L.
Yuenasang, Br. s. s., 1,224, P. H. Rolf, 23rd July—Manila 20th July, Gen.—J. M. & Co.
Socha Maru, Jap. s. s., 1,119, K. Sugawa, 23rd July—Canton 22nd July, Gen.—O. S. K.

July 22nd.

10 a.m. 4 p.m.
Barometer 29.82 29.57
Temperature 82 88
Humidity 78 82
Rain 0.00

TIDE TABLE.

July 23rd to 29th July, 1912

Time	High Water	Low Water
Tues. 23	4 10 5.5 11.55 5.3	10 55 11.55 5.3
Wed. 24	5 5 10 11.55 5.3	11 55 11.55 5.3
Thurs. 25	6 5 10 11.55 5.3	12 55 11.55 5.3
Fri. 26	7 5 10 11.55 5.3	1 55 11.55 5.3
Sat. 27	8 5 10 11.55 5.3	2 55 11.55 5.3
Sun. 28	9 5 10 11.55 5.3	3 55 11.55 5.3
Mon. 29	10 5 10 11.55 5.3	4 55 11.55 5.3

HOTEL LISTS.

HONGKONG HOTELS.

Archer, W.	Leigh, Miss A.
Barberini, A. T.	Lloyd, G. T.
Bate, E. R.	Macquena, T. M.
Bell, C. D. J.	Manning, W.
Bona, G. A.	Marriott, Dr. O.
Blanch, N. F.	Marshall, W. B.
Brown, Mr. & Mrs.	McKenney, Dr. O.
S. R.	W.
Connor, Capt. F. P.	Mobla, K. B.
Corliss, Miss G.	Morocki, J.
Corso, G. H., Jr.	Mulder, Mr. and
Crocker, Miss	Mrs. J. D. E.
Curry, G. P.	Omlston, J.
Davis, O. H.	Quinlan, Miss E.
D'Ostingea, V.	Ray, E. H.
Drew, W. C.	Raymond, E. M.
Eames, R. J. W.	Reay, Miss F.
Elhardt, F.	Reich, Chas.
Ehrenfels, Mr. and	Ritter, F.
Mrs. H. C.	Robinson, Capt.
Ewing, Mrs. M. G.	C. S.
Fisher, E. H.	Baile, J.
Florin, A. G.	Schluter, E.
French, Mrs. & Child	Schwolke, W.
Fuller, Unnan	Simons, C. J.
Fuller, H.	Smith, E. E.
George, Mr. & Mrs.	Spickard, J. and
F. J.	Steele, A. J. and
George, Miss	Salmon, H. H.
Gouldman, V.	Smythmyd, J. B.
Gould, Mr. & Mrs.	Sullivan, Miss K.
Graham, D. M. G.	E.
Griushaw, R. J.	Square, Miss W.
Hall, Capt. T. P.	Stewart, Lt. and
Hannibal Mr. and	Mrs. C. E.
Mrs. W. A.	Swift, Mr. & Mrs.
Harbord, W. T.	Vernon, G.
Harrison, A.	Vollbrecht, Mr. &
Hughes, E. L.	Mrs. E.
Innes, Capt. R.	Waterman, E. J.
Joseph, R. M.	Watkins, H.
Kabel, E. S.	White, Mr. & Mrs.
Kempthorne, A. S.	H. L. H.
Kirkpatrick, R. K.	Wood, G. G.
Kruck, H.	Wright, Mr. and
Lehnert, G. F.	Mrs. J. F.
	Young, J. A.

ASTON HOUSE.

Arnold, J. B.	Jones, D.
Austin, E. W.	Kearney, P.
Barbey, H.	Langley, Geo.
Brot, L.	Lugbill, V.
Blum, F.	Moore, Mrs. D.
Brook, A. de	Moore, O. O.
Byrne, J. D.	Muller, A.
Campbell, J.	Nately, H.
Chopard, F. A.	Ramero, E.
Clark, Mr. & Mrs.	Robinson, H. P.
Comeo, A. E.	Rosenthal, F.
David, J. A.	Rougeau, E.
Espagne, R.	Rubenstein, Mrs.
Frantz, Miss M.	Schneider, Schir
Garnett, L.	O.
Granado, A.	Taylor, F. W.
Graham, J.	Walker, T. E.
Green, J. W.	Wright, H. M.
Hast, Mrs. J. de	Young, T. J.
Jarvis, L. W.	Williams, Mrs. N.

GRAND HOTEL.

Batcock	Lonfey, P. F.
Bond, O.	Loring, E.
Bruno, F.	Lorraine, F.
Burns, L. N.	Lyons, H. O.
Burritt, Mrs.	Martin, J. A.
Child, L. O.	Matthews
Crawford, Mr. and	Miller, H. A.
Mrs.	Mycksprang
Cromer	Myall, A. T.
Crom, Jr., Mr.	Peyton-Giffin
Dalton, W.	Phillips, T.
Elson	Ridger
Gabriel	Rigge
Graham, Mr. & Mrs.	Schmitt, Mr. and
Giffin, D. P.	Mrs.
Hutchins, Chas. M.	Smyth, J. H.
Kaltenbach	Taylor, Mr.
Karkatky, Mrs.	Taylor, Mr. & Mrs.
Kearney, J.	Taylor, John
Kelley	Temple, B.
Kling, A. J. B.	Warringer, Mr. &
Lee, on	Mrs.

KING EDWARD HOTEL.

Begly, R. A.	Manhoff, O. N.
Bellows, Dr.	M. Cornack, J.
Bryler, Mrs.	Mitchell, Mrs. B.
Cheng, P. T.	Moly, Mr. & Mrs.
Crosse, Lieut.	J. H. N.
Dobbie, Mrs.	Murray, M. F.
Dobbie, J. A.	Nelasco, H.
Donaldson, W. A.	Nelasco, Mrs. A.
Lwing	Pasmore, Capt.
Finchett, Mrs.	Mrs.
Harris, H. P.	Ramsay, Mrs. B.
Hashimoto, Mr.	Reed, E. R.
Hunter, H.	Salfoen, A. K.
Hyde, F. H.	Silber, Dr. A.
Kinghorn, Mr. and	Spurge, H.
Mrs.	Stewart, Capt.
Leunten, Mr. &	Mrs. Allan H.
Mrs. C.	and children
Lumaire, Mr. and	Taylor, B. H.
Mrs. and child	Waldman, J.

CHANGHAI.

Adams, Mr. & Mrs.	Jones, Dr. & Mr.
& 2 children	Evans
Oldwell, Mr. & Mrs.	MacKenzie, A.
Orleton, A. E.	Murphy, Mrs.
Obichon, S. J.	Smith, Mrs. G.
Connell, W. A.	Smith, E. Grant
Davison, A. C.	Thomas, H. P

FAR EASTERN NAVAL SQUADRONS.

1

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